

This is getting more and more interesting as other comments are placed onto this site. Upon reviewing Mr Kevin Williams' comments and documentation he submitted, one really begins to understand the severity of this entire process as it relates to the transportation infrastructure for the State of Louisiana. Another real interesting factor is nothing has been heard from the Director of Aviation for the State of Louisiana. Does he have to sign off on this deal? Why hasn't his office been involved in some of the public meetings? Seems to me that if you are getting ready to make a deal that will seriously impact the second most important airport in the state for 50 years the State Director's Office would be heavily involved.

The FAA has to hold a public forum in New Orleans as well as give an extension from March 12, 2003. If you read the minutes of the Orleans Levee District's May 1, meeting, there are numerous comments by Mr James Huey, President of Orleans Levee District, stating how we must not leave the community out of this process. There must be continued public input he continued to emphasize throughout his comments.

The most important issue is the Orleans Levee District asking for the FAA to forego the "Grant Assurances". I have been told this might be as much as \$30,000,000. What does this mean if the FAA forgives the OLD of this responsibility if a private operator leases the airport? How do we know the leasing company would even keep the airport open? What about the correspondence referring to possible revenue diversions that have occurred at NEW? Maybe the FAA should conduct a complete audit to determine if this information is accurate. I am sure the taxpayers of Louisiana, as well as those of the United States, should have total confidence that all monies have been allocated legally.

The FAA needs to step up and be our savior. Show the public your intentions to do right and hold that public meeting in New Orleans. Lets have answers to the questions for a change. Once the answers are forthcoming, I can't see how the FAA could approve such a catastrophe! If approved this will benefit only a select few prominent and politically correct groups. The flying public and taxpayers will pay the price for 50 years under this arrangement.